



FERTE MANUS CERTAS

ROAR



427 Squadron Association

www.427squadron.com

PATRONS

LIEUTENANT GENERAL (RET) DONALD MCNAUGHTON CMM CD
MAJOR GENERAL (RET) ROBERT CHISHOLM CMM CD

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Honourary Colonel & Association Chair – W/C R.G. Middlemiss (Ret)



It continues to be my pleasure and honour to serve as 427' s Honourary-Colonel. I have attended in that capacity Squadron events, military

ceremonies and community events. All in all, it has been a busy spring, summer and fall.

First, there were important squadron events and there I was the link between past and present. Early in the spring there was a Mess Dinner at 427 SOAS at which I spoke. In summer, there were activities associated with the Change of Command when L/Col Alexander handed command of 427 to L/Col Morehen.

After that visit to Petawawa, it was off to Kingston where I was presented with the Queen's Diamond Jubilee Medal during the parade ceremonies by Col. Kevin Whale, as 1 Wing Commander. Previously I had

427 Squadron Commanding Officer

L/Col. T. A. Morehen



Fellow Lions,

It is with great humility that I write my first article for ROAR. As I mentioned during the Change of Command, I would

never have seen myself as Lion Niner when I first joined the Squadron in November of 1995. Each day I come to work I walk past the photos of all those that have gone before me and I am constantly reminded of our history. I am reminded that beyond every picture, there were at least 250 more Lions making the Squadron function. I am reminded that beyond those faces, there were all the families that supported the Pride. I am reminded of our history. The month of Remembrance draws near for all of us and for me, November is a solemn month. We gather on the 11th of November to pay tribute to those that have gone before us. We celebrate the anniversary of the formation of

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and Base interactions. Part of those interactions were Band Concerts, and a freedom of the city parade with over 1000 troops taking part.

Finally, connecting with military history has been achieved through interviews (the life of Buzz Buerling) ,speaking at the Vintage Wings opening gala evening, attending ther Battle of Britain parade and attending a gala 1812 Mess Dinner in Barrie.

I started to compose this article as I was packing to cruise up the Danube. It was an unforgettable trip and I did uphold the 427 standard.

H/Col Bob Middlemiss


attended a farewell Mess Dinner for Col. Christian Drouin who turned over the 1 Wing command to Col. Whale.

Opportunities to meet with other H/Cols & Aircrew Association executive occurred at the 25th anniversary celebration of the Aircrew Association of Canada and our H/Col conference in Halifax in May. Next was the reunion of the Sabre pilots , SPAADS, which was held this year in Hamilton and well attended by 427.


Secondly, I am pleased to be regularly involved at celebratory life at Base Borden including Mess Dinners, the Commander's Ball, Air Shows, change of command ceremonies as well as City

Bob

FERTE MANUS CERTAS.



News Flash



Air Force Magazine has published a five page article on 427 Squadron because of the 70th birthday. It was published this year in Volume 35, #4. It is worthwhile to get yourself a copy. It is an excellent magazine. This issue also includes a great article on the CWH Lancaster as well as many other interesting stories.

If you are not a member of the Air Force Association now is a good time to join at [http:// Air Force.ca](http://Air Force.ca)

CFB Petawawa Military Museum

There are many 427 artifacts including Mareth the famous 427 Lion mascot. Plan a visit.



427 Squadron and this year there is a ceremony in d'Ecurie, France near Arras.

The city is dedicating a monument to the 427 crew of Halifax LW165, one of three 427 Halifaxes, that perished on the night of 12-13 June 1944 on operations over Arras. Members of the crew were; F/O Albert Hall, F/O Peter Koleda, F/O Joseph Murphy, F/O Elvyn Pawlitza, F/O William Proudfoot, F/O Enrico Simonato, and Sgt Maurice Taylor. As the dedication falls on the same weekend of this year's GOL, I have found it fitting to send LCol John Alexander, MWO Paul Deserres, and MCpl Darry Gagnon to represent the Squadron. They too will be in my thoughts.

I am amazed at how much change has gone on before us, yet some sentiments rest the same. Now being on my third tour at 427 Squadron, I marvel at how much the Squadron and Petawawa feel like home. I know I share these feeling with many Lions present and past, and I welcome new Lions to the Den. I would like to thank all those that have gone before for making 427 Squadron what it is today, at the forefront of operations, ever poised.

I look forward to meeting with all of you in the near future.

T.A. Morehen
LCol
Commanding Officer
427 Special Operations Aviation Squadron

FERTE MANUS CERTAS.

A Day in the Life—Helicopter
Day 166 Bosnian Journal of BGen. Mike Dabros
www.tachelmemoires.ca

A day of rest for me, and one that I both needed and put to good use. My night mission last night went great - 4.6 hours including 3.4 hours of time on the NVG (night-vision goggles) and two hot-closed-circuit-refuellings.

Of course, 4.6 hours in any helicopter, strapped in and without the opportunity to stretch your legs, can be a bit tiring. In the area in which we were working there was one large mountain that sort of dominated the landscape. In the dark it appeared to be just this big dark shape, basely backlit enough to even make it out. However with the NVGs it showed up as being completely on fire - the effect was as if the entire mountain was 'glowing', which was quite cool.

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Membership & Finance**Finance:**

We are not far from yet another “break-even” year.

This means that we are actually in excellent shape financially thanks to your continued support and the fact that Wayne is negotiating some very good prices for the production of ROAR and we are keeping other administrative expenses at a minimum. A brief summary of our 2012 operation follows:

Revenue (Membership & Donations):	\$749.46
Expenses (ROAR):	<u>\$523.51</u>
Net of expenses (To Date):	\$225.95

The anticipated cost of producing the copy of ROAR which you are presently reading will be in the area of \$600.00. As you can see, that results in a shortfall of approximately \$400.00 between now and year end.

I am optimistic that you, the membership, will not let me down and we will indeed break-even, once again. The full year end financial statement will be posted on the web in January and printed in the spring issue of ROAR.

Donation Procedure

And continuing on a positive note, I am pleased to reiterate that our "Partnership" agreement with the RCAF Association Trust Fund is working well and many of our members are using this option in order to receive a Tax Receipt for their donations (which exceed \$20.00) or their membership fees. Please review the full details of this new procedure in ROAR, March 2010—Page 5 or [the web site](#). Many thanks to Lion, Dean Black, for providing us with this option.

Please adhere to the following when sending a cheque:

* Make your cheque payable to "RCAF Assn Trust Fund" (any amount exceeding \$20.00).

* In the "Memo" section of your cheque write: 427 Lion Sqn Assn.

* Address your envelope to: Air Force Association of Canada
PO Box 2460 Stn "D"
Ottawa, ON K1P 5W6

The Air Force Association will then send a Tax Receipt to you, and issue a cheque for the same amount to the Treasurer of the 427 Lion Squadron Association crediting you with the donation.

Our Thanks

Our sincere thanks to Benoit Arcand of Bell Helicopters for his very generous donation. We will use it wisely.

Membership:

Although we are having a banner year signing up new members (3 to date), I am anticipating that it will only get better because I will be taking nice new membership forms to the 70th Anniversary celebration. Who could refuse me at that proud moment in our history ?

Hope to see all of you at the 70th Anniversary Party.
"Sask" Wilford

Please Welcome New Members

Bruce MacLaurin—New Dundee, ON—CF-104

Marshall MacLeod—Edmonton, AB—Helicopter

Keith Lavender—Salt Spring Island, BC—Helicopter

Membership policy – 427 Squadron Association

While the majority of our members are either former or currently serving Lions there could be circumstances which might warrant the awarding of a special category of membership to an individual or group.

The following is a list of the current membership categories: Charter Membership ,Life Membership ,Annual Subscription Membership , Honourary Associate Membership , Associate Membership ,Affiliate Membership and Association Partnership .For a complete definition of the categories please access the web site at: <http://www.427squadron.com> .

To apply for a 427 Lion Squadron Association membership or make a bequest, please cut out, complete and mail the form which can found at <http://www.427squadron.com/membership.html>

We Will Remember Them

*At the going down of the sun and in the morning,
We will remember them.*

Donald Keith Buckler

d: July 25, 2012

In 1942 he enlisted in the RCAF and in 1943 joined 427 Squadron in Lemming as a mid-upper gunner. During the evening of March 15, 1944 while engaged with night fighters his aircraft was shot down over Stuttgart. He spent 13 months as a POW in Germany and Poland. He escaped twice and was re-captured the first time. During his second escape he finally made contact with a Regiment of the 15th Scottish Division who assisted him to return to England.

Samuel (SB) Good

d: February 20, 2012

Bombadier

Richard Edward Qualle, DFM

d: September 9, 2012

Richard grew up in Beverly, Saskatchewan where he attended school. He loved all sports but baseball was his passion. He enlisted in the RCAF in 1942. After training in Eastern Canada, he was sent overseas in 1943 as a mid-upper gunnery Sergeant. He was assigned to 427 Squadron. On August 11, 1944 he was awarded the Distinguished Flying Medal from King George VI for his skill and bravery on his first operational flight.

His commendation reads in part:

“This airman was the mid-upper gunner of an aircraft detailed to attack Magdeburg one night in January 21, 1944. Whilst over the target area the aircraft was attacked by a fighter. Sergeant Qualle sustained many cuts by flying splinters when the glass surround of his turret was shattered by bullets which also put one of his guns out of action. Although dazzled by searchlights, Sergeant Qualle coolly brought his remaining guns to bear on the attacker which was seen to burst into flames. Despite intense cold and the lack of oxygen he refused to leave his turret throughout the homeward flight. This airman displayed determination, fortitude and devotion to duty of a high order.”

L/Gen. (ret) A. Chester Hull CMM, DFC

d: April 9, 2012

Chester attended the Royal Military College in Kingston where he rose to become "top" cadet as Battalion Sgt. Major (BSM). He saw distinguished service overseas as a bomber pilot in 420 and 428 Squadrons was awarded the Distinguished Flying Cross (DFC) for his skill and valour and became Senior Operations Controller of 6 Group (RCAF) Bomber Command as a Group Captain while still only 25 years old.

When the war ended he chose to stay in the RCAF with appointments in Ottawa, staff college in Toronto, and, in 1947 became Commanding Officer (CO) of RCAF Clinton. Following further staff assignments in Ottawa, he became Base Commander and founding commander of No. 3 (Fighter) Wing in Zweibrücken, Germany. Returning to Canada in 1956, he had assignments in St. Hubert and Ottawa. In 1962, he was appointed Chief of Staff of Air Defence Command (ADC) in St. Hubert, with the rank of Air Commodore. For a short time, he served as Air Officer Commanding (AOC) of ADC before promotion to Air Vice Marshall in 1967 as AOC of Air Transport Command, Trenton. In 1972, following unification of the forces, he was appointed Lieutenant General and Vice Chief of the Defence Staff.

Ches retired from the Canadian Armed Forces in 1974 after 41 years of illustrious service. In civilian life, he was a founding influence in the launching of the RCAF Memorial Museum. At CFB Trenton, he held the appointment of honorary colonel from 1998 until 2003. He also served as chair of the Bomber Harris Trust.

Hubert J. (Dodd) Gray

d: December 7, 2011

Dodd completed two tours and over seventy operations as a Wireless Air Gunner (WAG). His first tour was in Egypt and the second in the European theatre. His wife indicates that he flew in Wellingtons and Halifaxes with the Hali being his favourite. He is buried at the Field of Honour, Pointe Claire, Quebec.

W/C D.G. (Don) Laidler

d: April 11, 2012

Don's air force career spanned 28 years piloting 31 different types of aircraft in many roles. He commanded 427 (Fighter) Squadron in Germany flying the F-86 Sabre. His favorite job was Senior Operations Officer at #1 Fighter Wing, Marville, France, in 1956-58 at the height of the Cold War.

“The Helicopter is vulnerable, so compensate.” Major A.K. Casselman, Canadian Joint Air Training Centre Newsletter. Winter 1964

This is part of an editorial by the Executive Editor of the Air Force Magazine, Dean Black, which appeared in Volume 36, No. 2. Re-printed with permission. L/Col. (Ret.) Black served two tours with 427 Squadron.

In the winter of 1964, Major A.K. “Bert” Casselman had grown weary of the army versus air force discourse surrounding the Canadian Army’s penchant for the helicopter. “The time has come,” he said, “to put an end to the dreary, fruitless and barren arguments about the vulnerability of helicopters.” Casselman added that each item of equipment in the Canadian military’s possession is vulnerable “in one aspect or another, just like every piece of equipment in the enemy’s possession”. In some respects the discussion was humorous given the backdrop of thermonuclear war, and the reality everything was vulnerable thereto. What matters is not some arbitrary generalization about the vulnerability of one’s equipment, but the manner in which it is employed. “The measure of combat effectiveness”, according to Casselman, “is the manner in which the user compensates for his particular vulnerability”.

The Canadian Forces’ employment of helicopters on the battlefield has come a long way. Its strengths, advantages and utility owe much to the professionalism of the men and women occupying control seats, cabin/cargo positions and to those in the hangar as well. The vision of certain military leaders has played a significant role, too; Canada’s success in Afghanistan will forever serve as a testament to what these men had in mind and the extent to which men and women in hangars, cabins and cockpits trained for their responsibilities.

Indeed, Casselman identified “Training” amongst five positive compensations for a helicopter’s vulnerability. The remaining four are: command and control, cover and concealment, logistic provisions and experience.

In this issue Colonel Kevin Whale, Commander 1 Wing, provides an outstanding synopsis of Canada’s “Army” aviation today. Colonel Whale cites command and control and the important roles played by all the stakeholders who have a vested interest in their aviation capability component. Tactical aviation has grown out of its “Army” roots, spanning into the special forces sphere of today. Night-vision goggles were introduced circa 1992, during the Rendezvous series of exercises held that year. Twenty years later, one can safely say the helicopter’s vulnerability has been greatly reduced because crews are well-trained, well-equipped and highly professional at night and day operations throughout the spectrum of aviation capability.

Lost Trails—Mail is “Return to Sender”

The names listed here are only a few of the Association members whom we are no longer able to contact. A complete list is posted on the web site under [News/Lost Trails](#). If you know of an updated address, phone number or Email, for anyone on the list please notify Sask (wilsask@hotmail.com) or myself (macway01@yahoo.ca). Thanks to all who have previously helped to reduce the list.

James	Cameron	WW II	Andrew	Morrison	WW II
Fred	Chappell	WW II	John	Mulvihill	WW II
Robert	Conley	WW II	William	Pookhay	WW II
Harry	Echenberg	WW II	Edward	Radford	WW II
Vernon	Farrow	WW II	“Dusty”	Rhodes	WW II
Al	Germundson	F-86	Howard	Salmon	WW II
John	Gordon	WW II	Harold	Smith	WW II
William	Grenville	WW II	James	Spencer	WW II
Merv	Harron	WW II	Vern	Spruit	WW II
Ray	Henault	Helicop	William	Steven	WW II
Rennie	Hollett	WW II	Bernd	Wehmeyer	Helicop
Gregory	Kopchuk	WW II	Harold	Whittaker	WW II
Bert	Lea	WW II	Harold	Widdess	WW II
Kenneth	Lewis	WW II	Willis	Wilson	WW II
Jack	Leroux	Helicop			
Charles	Logan	WW II			
Donald	McDonald	WW II			
Bruce	Mason	WW II			
Donald	McCann	WW II			
Alan	McCaskill	WW II			
George	McIntyre	WW II			

Moving?

Please notify your new address and email if you move.

email me at - macway01@yahoo.ca

Or mail to:

MacLellan
PO Box 83
Riverport, Nova Scotia, B0J 2W0

Membership Facts

We have a total of 214 members who receive a mail copy of ROAR. We have another 47 members who either receive it by email or read it on the web site. Lastly, we have 52 members who were receiving mail copies but now have an invalid address. We have been unable to contact these members by any means. Please check the web site for the full list and advise [Sask](#) or [myself](#) if you have information.

Searching

George Ropchan is hoping to hear from Squadron members who were at Leeming 1943-44 or Burma late 44 and 45. George was a Radar Tech and after 427 he was posted to Burma and can't remember whether it was 435 or 436. To contact George send an email to his daughter.

vivian.ropchan@gmail.com or phone 1-416-997-2510

www.427squadron.com—Web Statistics

Year to date: Unique hits (different people on our web site) totaled 10,000 but they were on the web site a total of 200,000 times. Canadians topped the list at 13,000 visits but UK and the US clients logged on 3500 and 2400 times respectively. Ukraine, Germany, Italy and France were next with another 71 countries trailing.

Test your skill.

Copy and paste this link in your browser.

<http://www.humorshare.com/fun/8787/colortest.swf>

Technology Challenged ?

I was having breakfast with my son recently and asked if I could borrow a Newspaper.

He began by giving me a lecture about moving into the 21st century, Then finished up with "We don't waste money on newspapers. Here, you can borrow my iPod"

I can tell you, that bloody fly never knew what hit it.

A Day in the Life-Sabre-Squadron Records May 30, 1960

Three incidents occurred to 427 on May 30., which kept the alarms bells ringing. F/O Wilford landed his aircraft safely with the aid of S/L Knight after experiencing severe damage to the compressor section of his engine. S/L Payne suffered anoxia symptoms but recovered sufficiently to land without further incident. F/L Riddolls, an ex-427 pilot now at Test Flight, completed the day with a loss of normal hydraulics; however, his utility hydraulics got him down safely.

Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies, books or photos. A guideline for bios might include:

Date of Birth—Birthplace—Air Force career with details, the more the better Civilian career—Partner and children -Present location

For stories ,books or photos, the sky's the limit.

Please give your permission to allow it to be published on the web site and possibly in ROAR. All mailed material will be returned to the sender.

Email—macway01@yahoo.ca

Mail—MacLellan, PO Box 83, Riverport, N.S., B0J 2W0

Book update

Vern White's "Four Years and a Bit" is half done and on the web. It will be completed early in 2013.

John Dodge 's " So They Will Remember" should be finished by Spring 2013.

Jim Moffat's "Behind Enemy Lines" is another fascinating read that I would like to add to our web collection but have not as yet asked Jim for permission.

Ed. Note: My thanks to all who have submitted books ,articles or biographies already. It will allow us to keep ROAR and the website vibrant and alive as well as documenting our history. Check the web statistics opposite to get an idea of its popularity.

Free Advice

Never drink water. Think of all the disgusting things fish do in it.
W.C. Fields

The Lions at SPAADS 2012

Early September 48 Lions gathered at Hamilton, Ontario for the SPAADS 2012 reunion. SPAADS is an organization of pilots who flew the Canadair F-86 Sabre with one of the 12 squadrons stationed in Europe during the 50's and early 60's. As in previous reunions, 427 Lions comprised the largest contingent.

A large array of Sabre models lent a whimsical touch to the Meet-and-Greet, held at the grand ballroom of the Sheraton Hotel. The city is in the process of redevelopment with a new Convention Centre just across the street from the Sheraton. Lions made their way to a variety of restaurants in the area, after which the stalwarts gathered in the Lion's Den, once again hosted by Dale Horley and your humble scribe, with generous contributions from several Lions.

Friday morning buses departed for a tour of Niagara Falls, followed by afternoon visits to selected wineries of the Niagara peninsula. My wife, Danielle, does not do box lunches, but she was enthralled with our private lunch at the Peninsula Winery, which very much reminded her of her native France. As the Lions later assembled in the Den, I listened with disbelief as our newly appointed sommeliers spoke of "swishing, swirling, sniffing, nose, rim, whiff, flavour, finish and balance." A far cry from our fighter pilots days when we merely quaffed any plonk available.

Ted Hessel had done a sterling job in organizing our 427 dinner at Shakespeare's, reputedly the finest restaurant in Hamilton. They did not disappoint, for restaurant staff efficiently served all 48 delicious meals in a timely fashion. In the absence of our AWOL Secretary-Treasurer Sask Wilford, I took it upon myself to introduce former Officer Commanding Doc Payne, special guests Brian Hull, son of Chester Hull, deceased Zweibrücken CO, John Laidler, son of Don Laidler deceased 427 CO of 427, 1955-56, and Dorothy Mayberry, faithful Lioness having repeatedly made the long journey from Australia.

Needing no introduction, our Chairman Bob Middlemiss invited all to the forthcoming 70th Anniversary of the Squadron at the annual Gathering of Lions at Petawawa November 2-4. He then presented the Lionheart Award to Wayne MacLellan in recognition of his outstanding contribution to the Association as Editor of the ROAR newsletter and Website Manager.

Wayne responded by giving thanks for the unexpected honour and asserted that his wife Beth deserved much of the credit. Returning to the Lion's Den, my iPad projected nostalgic photos from the archives of Ted Hessel, Bud White, Neil Lakins and Keith Rattew.

Saturday morning we boarded buses for the Canadian Warplane Heritage Museum. Viewed from afar as we approached the museum, what

appeared to be a Bomarc missile pointed skyward proved on closer inspection to be a Starfighter-on-a-stick.

A good selection of books, clothing and aviation related material was on display in the brightly lit gift shop as the cash register hummed. Stepping into the main gallery, we saw volunteers busy restoring a Bolingbroke, a work in progress since 1980. Beyond lay the remarkably varied collection of Canadian warplanes ranging in size from a Tiger Moth to the mighty Mynarski Memorial Lancaster, one of only 2 flyable Lances in existence.

In his short welcoming speech, SPAADS 2012 organizer Paul Hayes gave the disappointing news that the planned flypast of the Vintage Wings Sabre would not take place due to inclement weather at the departure airport. We then tucked into the sandwiches on tables spanning the area in front of the Lancaster. After a photograph of the gaggle in front of the Golden Hawk Sabre, it was akin to herding cats as I assisted the Vintage Wings photographer in marshaling pilots for individual squadron photos.

The cancellation of the flypast allowed an early departure and time to open the Lion's Den prior to the Gala dinner at the nearby Convention Centre. Once again Kathy Dickin had decorated our tables with balloons and miniature lions to ensure that 427 stood out distinctively.

Our illustrious Lion Walt Pirie, Chairman of SPAADS National Committee gave his brief remarks, and presented the SAM, or Special Achievement Medal to George Miller, and Paul Hayes for their respective efforts in organizing the 2010 and 2012 reunions. Vice-Chair Clair Gleddie then stepped up to present the same award to Walt.

Music of the Sophisticated Swing Big Band was well appreciated by throngs of dancers. Personally, I found it too replete with Sinatra for my taste, and retired to the Lion's Den to await Lions and visitors. As is the tradition, visitors were invited to don the silly Lion Headdress, after which they were free to imbibe. As John Shute remarked, "It is amazing what a pilot will do for a free drink!" In recognition of his dedication as a Vintage Wings' Sabre pilot, Bob Middlemiss presented Dan Dempsey with a "Sabre Scissors" limited edition print.

After farewells at breakfast, it was up and away and to home. General consensus is that SPAADS 2012 was a splendid affair for which Paul Hayes is to be commended.

Dick Dunn—Septemeber 2012

Dick's Photos—https://www.dropbox.com/sh/h1sx9i04f91p876/K_21NhKedo

Joe Couillard Photos—<https://www.dropbox.com/sh/pbkoslcxj8ubs94/5BQtmaSfdt>

If you have photos , please contact me—richmark@telus.net

HEAVY BOMBER ERA



MGM Film Found

The ceremony which took place when MGM adopted 427 Squadron officially on May 24, 1943 was photographed and filmed. John Berg, the son of deceased Group Captain Berg, a CO of 3(F) Wing, Zweribrücken recently advised the Association that a film of the event was available in Library and Archives, Canada. The process has been started to get permission to copy the film and then have a DVD copy made. When that happens, it will be posted on the web site.

Remember Mareth ?

Here's a one minute video of the adoption from British Pathe

<http://www.britishpathe.com/video/lions-adopt-lion-cub>

Stalag Luft III

POWs from this camp might remember Arsenic and Old Lace or Palina Panic among the many plays put on by the POWs to alleviate the tedium of captivity. The German prison authorities allowed the plays believing it would stop the escape attempts. It didn't.

A recent article in the magazine Esprit de Corps, Canadian Military, Volume 19, Issue 9 could bring back memories.

Bomber Memorial Dedication

I had promised to give you an article for our publication but never did complete anything that I thought would be useful. The trip along with the ceremonies and visitation was a wonderful experience. It was great to rub shoulders with the 42 RCAF veterans of Bomber Command and meet the RAF, RAAF and RNZAF veterans. At the unveiling I sat next to the current Commanding General of United States Force in Europe and there were many other senior ranks from our allies. We travelled on Airbus 300 RCAF 0001.

I have a nice picture of 'Ed' Carter-Edwards and 900 more pictures. James Moffat and Stan Heather went along.

Five weeks ago today Alma broke her left hip and I have been taking care of her since she left hospital. At the same time I am cleaning up a house that I intend to sell that I had lived in for twenty-five years. I am 89 now and hope to be at the GOL next year.

Weldon Moffatt

Ed. Note: Weldon is an enthusiastic supporter of the Association and since its inception has missed very few Gatherings . He is presently the Association Regional Representative for Saskatchewan. Flight Sergeant Moffatt is also the holder of the Distinguished Flying Medal. Part of his citation reads "His work has been outstanding as a wireless operator, and his co-operation, coolness and devotion to duty has contributed in a large measure to the success of the many sorties he has completed. His operational dash and cheerful confidence has instilled a high standard in his crew."

All of us wish his wife a speedy recovery and look forward to seeing Weldon at next year's Gathering of the Lions.

A Day in the Life—WW II -Squadron Records October 29, 1944

Everyone is talking about our aircraft "K" that caught fire last night. When the Armourers were carrying out their inspection some incendiaries that were hung up fell to the ground and ignited. The kite was enveloped in flames and to add to the incident the petrol bowser was alongside filling No. 2 tank on the port side. Only through great presence of mind shown by Cpl. Chapman, a Rigger, and Cpl. Hall, the bowser driver, was the bowser saved. Both these NCOs acted immediately with complete disregard for their own safety.

**Report from the Bomber Command Memorial Dedication
London Green Park by the Canadian Aviation Historical Society**

Editor—Caitlin McWilliams

An excellent write up with many references which connect directly to the internet. The full reference is stated and if you are receiving this ROAR by regular mail, enter the reference in the address bar of your browser to see the information it contains. Any errors are the ROAR Editor's from transcribing this article.

One of the significant events that has occurred this summer was the unveiling and dedication of the Bomber Command Memorial in Green Park, London, United Kingdom. The impressive bronze statue commemorates the loss of 55,573 Bomber Command airmen in the Second World War, and honours those of all nations who lost their lives in the war's bombing campaigns. Almost 20% of the airmen being honoured by this Memorial were Canadian .

The 30-minute ceremony began as Her Majesty the Queen unveiled the nine-foot high sculpture in front of thousands of people from all over the world. Close to 5,000 were Bomber Command veterans, widows, and family members. The dedication concluded with a flyover by the RAF's last flying Lancaster which dropped thousands of poppies over Green Park as an act of remembrance. If you missed the telecast, you can read the Orders of Service by clicking on <http://www.rafbf.org/1794/bomber-command-memorial.html>

View stunning (stunning!) photos from the *Daily Mail* at - <http://www.dailymail.co.uk/news/article-2165852/Lancaster-drops-payload-poppies-Queen-unveils-Bomber-Command-memorial.html>

View the official photos of the statue and the unveiling ceremony at <http://www.bombercommandmemorial.co.uk/>

The memorial comes after five years of campaigning by the Bomber Command Association and for many the acknowledgement is "long overdue",see,

1) Article— BC Memorial:bloody marvellous but long overdue—The Telegraph, 28 June 2012 go to - <http://www.telegraph.co.uk/history/raf-bomber-command/9363220/Bomber-Command-memorial-bloody-marvellous-but-long-overdue.html>

2)Article—Recognition at long last for Bomber Command-Winnipeg Free Press, 5 July 2012 go to— <http://www.winnipegfreepress.com/breakingnews/>

The response to the statue itself, however, has been overwhelmingly positive, stirring emotions and memories for many surviving Bomber Command vets:

Article—Bomber Command: Dambusters survivor at memorial unveiling— The Telegraph, 28 June 2012 see <http://www.telegraph.co.uk/history/raf-bomber-command/9359640/Bomber-command-Dambusters-survivor-at-memorial-unveiling.html>

It is important to note that forty-two Canadian Bomber Command veterans flew overseas to attend the dedication. Article—Memorial touches WW II Vet— InsideHalton, 12 July 2012 <http://www.insidehalton.com/news/article/1396458--memorial-touches-wwii-vet>

Article—Peterborough's Bill Judge back from unveiling of Bomber Command Memorial—The Peterborough Examiner, 6 July 2012—<http://www.thepeterboroughexaminer.com/2012/07/06/peterboroughs-bill-judge-back-from-unveiling-of-bomber-command-memorial-in-london>

It is also significant that many Canadian institutions donated time, money, and manpower to the creation of the Memorial. The Command Museum of Canada, contributed eight-hundred pounds of aluminum which now forms the ceiling above the sculpture. A team of eleven museum representatives attended the dedication.

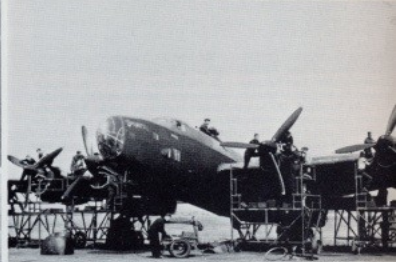
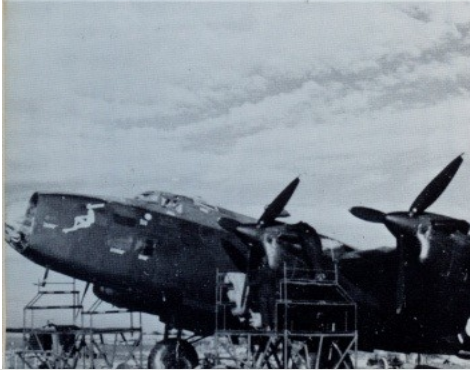
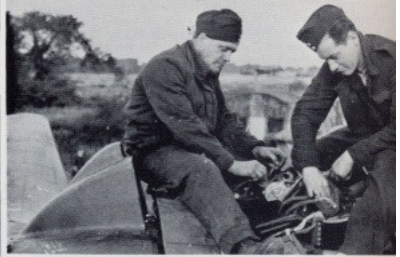
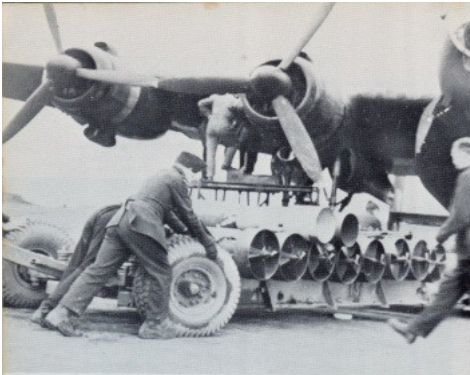
Read more about the aircraft which provided this aluminum, 426 Squadron Halifax LW682 (OW-M) - http://www.bombercommandmuseum.ca/photos_temp/bcmc_halifax_aluminum.pdf

The Telegraph has some great new coverage of this historic event. The following videos are available online.

- 1) Camera on-board the Lanc captures the poppy drop <http://www.youtube.com/watch?v=THRJwZYIs8k>
- 2) A clip of the ceremony—http://www.youtube.com/watch?v=JBVI_qmpXPg
- 3) Interview with former B.C. Squadron Leader Bill Lucas— <http://www.youtube.com/watch?v=74O-wM1uGOc>

Our thanks to CAHS and Editor McWilliams

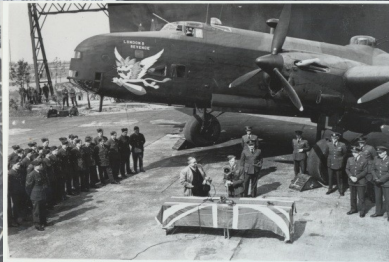
See <http://www.427squadron.com> for more photos





Key: L to R, Top to Bottom; Flak damage; work and play; unidentified gunners; King George VI presenting DFM to Sgt Walker; unidentified aircrew; dinghy drill in Station swimming pool; post-mission bull session; post-mission weariness; SqN air gunners; 427 Wellington on dispersal; B Flt ground crew at Willow Tree Inn; self-explanatory press clipping; crew bull session; MGM adoption press clippings; the impeccable adj and his pen.

LANDED ON COW: Flight-Lieut. Vaughan Ganderton, bomber pilot from Edmonton, Alta., made a safe but rather undignified parachute landing in southern England not long ago—he came down on the back of a cow. He and his crew were forced to bail out when their aircraft was put out of action by an enemy night fighter on the way to Cologne, and had to turn back. None of the crew was



SMILE

These nursery rhymes are not as I remember .

Mary had a little lamb.
Her father shot it dead.
Now it goes to school with
her,
Between two hunks of bread.

There was a little girl who had a little curl
Right in the middle of her forehead.
When she was good , she was very, very
good.
But when she was bad...
She got a fur coat, jewels, a waterfront
condo and a sports car.

The Pickle Slicer

Pedro worked in a Bick's pickle factory

For many years he had a powerful desire to put his penis in the pickle slicer.

Unable to stand it any longer, he sought professional help from the factory psychologist.

After six months of therapy, the psychologist gave up. He advised Pedro to go ahead and do it or he would probably never have any peace of mind.

The next day he came home from work very early. His wife, Tecia, became alarmed and wanted to know what had happened.

Pedro tearfully confessed his tormenting desire. He went on to explain that today he finally went ahead and did it and was immediately fired. Tecia gasped and ran over to her husband. She quickly yanked down his pants and shorts only to find a normal, completely intact penis.

She looked and said, " I don't understand. What about the pickle slicer?"

Pedro replied, "I think she got fired too."

